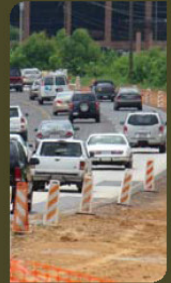


UNIFIED PLANNING WORK PROGRAM



FY 2014
&
FY 2015



Longview MPO

WORK PROGRAM

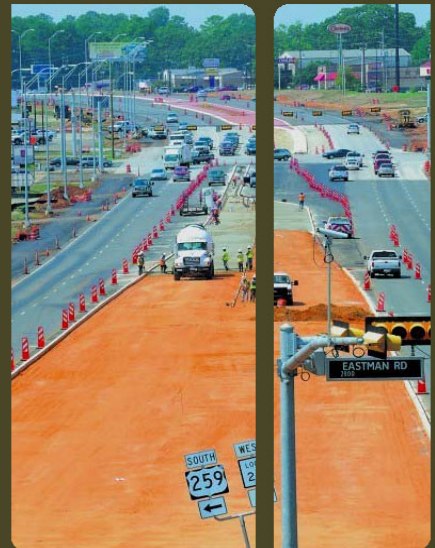
The Unified Planning Work Program describes and schedules work to be undertaken in pursuit of the transportation planning process in the Longview Metropolitan Area for two years. The Work Program addresses an integrated multimodal transportation system which strives to increase mobility and reduce congestion while improving air quality and emphasizes the preservation of the existing transportation infrastructure.

BENEFITS OF TRANSPORTATION PLANNING

Transportation planning plays a fundamental role in shaping the area's economic longevity and quality of life.

METROPOLITAN PLANNING ORGANIZATION

The Longview Metropolitan Planning Organization is responsible for the continuing, comprehensive and cooperative transportation planning in the Longview Metropolitan Area.



ADOPTED BY
THE LONGVIEW MPO
POLICY BOARD
JULY 31, 2013

LongviewMPO.com

WHAT IS THE LONGVIEW MPO?

The Longview Metropolitan Planning Organization (MPO), acting through the City of Longview Planning Department and coordinating with the Texas Department of Transportation, is responsible for coordinated, comprehensive, and continuing transportation planning for all modes of transportation in the Longview Metropolitan Area. The Longview MPO serves the cities of Longview and White Oak, a portion of Gregg County and a very small portion of western Harrison County.

As an urbanized area with a population of over 50,000, the City of Longview was designated as the Metropolitan Planning Organization (MPO) by the Governor in the 1970's. The MPO staff includes a Transportation Planning Manager serving as the MPO Planning Director, a Transportation Planner and a Planning Technician. Federal metropolitan planning funds and state matching funds for transportation planning are provided to the MPO through the Texas Department of Transportation.

The Longview MPO is governed by a Transportation Policy Board comprised of elected and non-elected officials from the cities of Longview and White Oak, Gregg and Harrison County, the Texas Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration. The Policy Board is the top-level transportation planning committee providing review, policy guidance and decision making for transportation planning efforts in the Longview Metropolitan Area. The Transportation Policy Board membership list is located on page 23 of this document.

The Longview MPO's offices are located in the City of Longview Development Services Building, 410 S. High St., Longview, Texas 75601.

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Prepared in cooperation with the Texas Department of Transportation and the U.S. Department of Transportation, Federal Highway Administration and the Federal Transit Administration.

"The contents of this report reflect the views of the authors who are responsible for the opinions, findings and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration, the Federal Transit Administration or the Texas Department of Transportation."

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LONGVIEW UNIFIED PLANNING WORK PROGRAM

I. INTRODUCTION

The Longview Metropolitan Planning Organization (MPO), acting through the City of Longview Planning Department, is responsible for continuing, comprehensive and cooperative transportation planning in the Longview Metropolitan Area as required by Moving Ahead for Progress in the 21st Century (MAP-21). Transportation 2035, the Longview Metropolitan Transportation Plan, which was adopted on November 12, 2009, is based on a 2002 base year travel demand model with 2035 projections. The Longview Urban Transportation Study Policy Board adopted the 2014 & 2015 Unified Planning Work Program on July 31, 2013.

A. PURPOSE

The 2014 & 2015 Unified Planning Work Program (UPWP) describes and schedules work to be undertaken in pursuit of the Longview Urban Transportation Study transportation planning process for two years: the Fiscal Year 2014 (10/1/13 – 9/30/14) and Fiscal Year 2015 (10/1/14 – 9/30/15). All elements described will further transportation planning goals.

MAP-21 requires that transportation planning addresses the following eight broad areas. The 2014 & 2015 UPWP includes tasks that will allow on-going evaluation of community needs in relation to these eight broad areas:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility options available to people and for freight;
5. Protect & enhance the environment, promote energy conservation, and improve quality of life;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.

The Longview MPO involves citizens in the planning process in accordance with its Public Participation Plan. The draft UPWP was reviewed by the MPO Technical Committee on June 5 and July 24 and was adopted by the MPO Policy Board at a public meeting on July 31, 2013.

B. DEFINITION OF AREA

The Longview Metropolitan Area includes the City of Longview, the City of White Oak, and portions of Gregg County and western Harrison County. (Metropolitan Area Map, Appendix B)

C. ORGANIZATION

The Metropolitan Planning Organization is governed by a committee known as the Policy Board.

The Policy Board is chaired by the Mayor of the City of Longview, and includes as voting members: the Mayor of White Oak, the Gregg County Judge, the Harrison County Commissioner for western Harrison County, the City Manager of the City of Longview, the District Engineers for the Texas Department of Transportation (TxDOT) Tyler and Atlanta Districts, the Director of Development Services and the Director of Public Works for the City of Longview. The Policy Board is the top-level transportation planning committee providing both review and policy guidance for transportation planning efforts in the Longview Metropolitan Area. These efforts are undertaken by the planning staff of the City of Longview acting as the Metropolitan Planning Organization and by the Texas Department of Transportation. A Policy Board membership list is located in Appendix A.

Professional and technical review and recommendations are the responsibilities of the Technical Committee. Members of the Technical Committee include: the Directors of Development Services and Public Works, Assistant City Manager, Assistant Director of Development Services, Assistant Director of Public Works, Traffic Manager, City Engineer, City Planner, Transportation Planning Manager (MPO Planning Director) for the City of Longview; the Director of Development for the City of White Oak, the Director of Transportation Planning and Development and District Liaisons for TxDOT Tyler and TxDOT Atlanta Districts; the Longview Area Engineer and Marshall Area Engineer for TxDOT; the Longview Transit Manager, a North East Texas Regional Mobility Authority board member; Gregg and Harrison County engineers; the FHWA Transportation Planning Coordinator; the MPO Coordinator for the North Region Support Center, Project Delivery Section; a Federal Transit Administration regional representative and the Director of Transportation for the East Texas Council of Governments (ETCOG). A Technical Committee membership list is located in Appendix A.

The MPO staff includes three full-time employees: a Transportation Planning Manager serving as the MPO Planning Director, a Transportation Planner and a Planning Technician.

D. PRIVATE SECTOR INVOLVEMENT

Private consultants may be used for: Task 3.1 Air quality technical tasks and transportation conformity demonstration; Task 3.3 Pedestrian Transit Access Study; Task 4.2 Thoroughfare Plan, Task 4.3 Travel demand model review and alternatives analysis; Task 4.4 Metropolitan Transportation Plan project prioritization; and Task 5.2 Safety Management.

E. PLANNING ISSUES AND EMPHASIS

The FY 2014 and FY 2015 UPWP addresses an integrated multimodal transportation system which strives to reduce congestion and increase mobility while improving air quality and emphasizes the preservation of the existing transportation infrastructure. Planning issues and emphasis include:

- Create the 2040 Metropolitan Transportation Plan and the 2015-2018 Transportation Improvement Program; conduct public involvement as identified in the Public Participation Plan during the adoption of these transportation documents.
- Administration and management of a consultant to perform a Pedestrian Transit Accessibility Study to create a more connected safe and livable community for passengers.
- Air quality transportation planning - provide transportation-related air quality planning through coordination with federal, state, local and regional entities. Air quality activities will focus on assisting implementing agencies with the design, implementation and monitoring of air quality improvement strategies to meet the ozone standard, and when non-attainment designation occurs, demonstrating transportation conformity and monitor future air quality concerns for the North East Texas Air Care (NETAC) 5-county region;
- Public transportation - Continuation to provide planning assistance to Longview Transit fixed route & demand response transit system;
- Performance measures – a data inventory will be conducted to allow the MPO to understand what type of activities can be supported given the state's performance target.
- Safety and security will be addressed as transportation projects are planned. Traffic accident data along major thoroughfares will be gathered and analyzed in order to develop prevention strategies and make recommendations for improvements.
- Growth monitoring - continue review of population, building permits, new plats and development;

TASK 1 - ADMINISTRATION AND MANAGEMENT

A. OBJECTIVES

To insure that the Longview Metropolitan Area transportation planning process is continuing, comprehensive and cooperative. This is accomplished by providing for the management and administration of work tasks and funding; and by providing for and the solicitation of public participation. This task requires that all federal, state and local guidelines and regulations are met.

B. EXPECTED PRODUCTS

The sustainment of the transportation planning process and enhancement of transportation planning services within the planning area. A management structure to fulfill the goals and objectives of the FY 2014 & FY 2015 Unified Planning Work Program (UPWP); on-going compliance with state and federal requirements and regulations; processing required billings, reports and documents.

C. PREVIOUS WORK

1. FY 2014 & FY 2015 Unified Planning Work Program
2. FY 2013 Annual Performance & Expenditure Reports
3. FY 2013 Annual Listing of Projects
4. Public Participation Plan revision
5. Program and staff management, staff training and education
6. Conducted and facilitated the MPO Policy Board and Technical Committee meetings
7. Public notification, public participation and public outreach duties for MPO Policy Board meetings and public meetings
8. MPO administrative and fiscal operations
9. Compliance with federal, state and local regulations
10. Environmental Justice review of 2013-2016 Transportation Improvement Program
11. Limited English Proficiency Plan
12. MPO staff attended local, regional and state transportation meetings, training and conferences

D. SUBTASKS

- 1.1 Program support and administration This element includes a management structure to fulfill the goals and objectives of the FY 2014 & FY 2015 Unified Planning Work Program (UPWP); on-going compliance with state and federal requirements and regulations; compliance with MAP-21 rulemaking; purchase of office supplies, materials, furniture, equipment, computers, monitors, printers, plotters and related computer equipment; providing support and facilitating the Technical and Policy Board meetings; producing maps, handouts and presentations for meetings; recording of meetings; grant administration; record keeping and audits; process required monthly TxDOT billing statements; revising the 2014 & 2015 UPWP as needed; publishing the Annual Listing of Projects by December 31st for projects funded during the previous fiscal year in the Longview Metropolitan Planning Area, preparation of the Annual Performance and Expenditure Report; annual self-certifications, city budget, required city reports and other associated

documentation; enhancing and updating the MPO section of the City's website to facilitate the dissemination of information to the public; facilitating citizen participation; facilitating requests for information from the public; assisting the public. Contract labor may be used for administrative and technical tasks. The MPO Director will administer the day-to-day operations of the MPO; be responsible for the supervision and evaluations of staff; the supervision and preparation of contract proposals; the solicitation of services; responsible for the final approval of the purchase of supplies, equipment, furniture, computer hardware, computer peripherals; software and equipment repairs, and for the supervision of contract performance and final approval of billing statements.

- 1.2 Training and Travel to meetings, workshops, seminars and conferences to develop and maintain a professional and competent planning staff. Training will enable MPO staff to improve their knowledge of required policies, regulations, software, GIS skills, office skills, time management, office techniques and technology. MPO staff attendance to regional, state or national conferences conducted by the American Planning Association, the Association of Metropolitan Planning Organizations, Texas Department of Transportation, Texas Transportation Institute, Transportation Research Board, ESRI GIS software, South Central GIS Arc Users Group, other GIS-related groups or other transportation planning related organizations.
- 1.3 Title VI Civil Rights and Public Participation Plan Evaluation MPO staff will ensure that minority and low-income populations have the opportunity to participate in the transportation planning process. Transportation documents will be formulated and constructed in accordance with Environmental Justice regulations. Low-income and minority populations will be identified by traffic analysis zone or census tracts, so the effects or burdens of TIP and MTP projects on these groups can be reviewed to ensure transportation programs are distributed fairly. The Public Participation Plan will be evaluated regularly, monitored for effectiveness and revised as needed. Public meetings will be held in accordance with the Public Participation Plan and governing regulations. MPO staff will make transportation planning presentations to government, civic, educational and public organizations.

E. FUNDING SUMMARY

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Sect. 5307	Local	Total
1.1	MPO & TXDOT	\$71,000	\$0	\$0	\$71,000
1.2	MPO & TXDOT	\$16,000	\$0	\$0	\$16,000
1.3	MPO & TXDOT	\$4,000	\$0	\$0	\$4,000
TOTAL		\$91,000	\$0	\$0	\$91,000

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables. Estimates based on prior years' authorizations; approvals are made contingent upon legislation for continued funding. ⁽¹⁾ TPF – Includes both FHWA PL-112 and FTA Sec.5303 funds.

TASK 2 – DATA DEVELOPMENT & MAINTENANCE

A. OBJECTIVES

To further the goals and objectives of the transportation planning process, the development and maintenance of multiple data will be accomplished. Create, update and maintain basic data on population, housing, demographics, land use and transportation characteristics. Monitor development trends in the study area for their impact on the transportation system. Integrate data into the Geographic Information System (GIS) for organization, ready retrieval, and analysis, and to forecast pertinent information to continue and further the goals and objectives of comprehensive transportation planning.

B. EXPECTED PRODUCTS

Data development and analysis assists in the formulation of the transportation plans and programs and for public transportation planning. Geodatabases will be developed and maintained for environmental factors as well as other aspects that affect transportation planning.

An inventory of available data will be conducted to allow the MPO to understand what type of performance measures activities can be supported given the state's performance target. Revise, maintain and update: population, land use, housing, building permits, employment, street inventory, pavement conditions, sidewalks, pedestrian trails, traffic, urbanized area, metropolitan area, functional classification, and other transportation relative maps. Create new transportation data layers as needed. Data will be used for committee evaluation and plan revisions as well as travel demand model development. Continue to utilize an integrated mapping/database system for data retrieval, analysis, projection, mapping, and graphic publication on elements of transportation planning tasks. Maintain and upgrade GIS mapping software, ESRI's ArcMap, ArcCatalog, ArcToolbox and other GIS software as needed. Renew annual GIS software and hardware maintenance contracts with the City of Longview's GIS Division.

C. PREVIOUS WORK

1. Maintained and updated transportation GIS geodatabases, shapefiles and related files, such as building permits, land use, housing, addresses, parcels, traffic lights and employment.
2. Coordinated travel demand modeling tasks with TxDOT
3. Reviewed, prepared and analyzed socioeconomic data for input to and analysis of travel demand model.
4. Upgraded ArcGIS software & renewed ESRI GIS software maintenance contract.
5. Conducted field verification of addresses to improve geocoding accuracy.
6. Updated travel demand model network for the 2007 base year travel demand model.
7. Maintained databases of minority & ethnic populations for Environmental Justice review.
8. Updated the street network for input into the travel demand model.
9. Reviewed and analyzed prospective businesses and regional locations for inclusion into the Special Generator data set.
10. Gathered and developed data for environmental aspects. Utilized GIS applications for making environmental evaluations which show the consequences of various transportation alternatives.

11. Reviewed and performed a comprehensive functional classification update for the street network in the Metropolitan Area Boundary. Generated functional classification GIS maps for analysis and Policy Board presentations.
12. Urbanized area boundary smoothing was completed after an extensive analysis was completed and the smoothed urbanized area was extended into the City of Gladewater and Upshur County. Generated Urbanized Area maps for analysis and presentations to the MPO Technical Committee and the MPO Policy Board.
13. Updated the inventory of MPO equipment, computer hardware and software.
14. GIS feature classes were updated and repaired as needed within the Enterprise Geodatabase.
15. GIS staff assisted MPO staff with software troubleshooting and upgrades.
16. Generated maps for public meetings.
17. Geographic Information System was utilized to display, analyze and visualize the impact of transportation data and projects.

D. SUBTASKS

- 2.1 Growth and development monitoring On-going data gathering, updates and maintenance of data and maps related to population, minority populations, low-income population, traffic accidents, building permits, land use, housing and environmental.
- 2.2 Maintenance of physical inventories On-going inventories and review of transportation facilities: traffic analysis zones delineation review, additions and revisions, review and analysis of the American Community Survey, the Census Transportation Planning Package data, streets, pedestrian and bike facilities, sidewalks, signals and other transportation-related facilities. Revisions and updates of the Highway Functional Classification system will be performed as needed.
- 2.3 Geographic Information System (GIS) Maintenance of GIS coverages to the state plane coordinate system, address field verification, identifying and correcting geocoding attributes of shapefiles and geodatabases and error corrections. Coordinate GIS activities with City GIS Dept. GIS services, maintenance & support by City GIS Dept. which includes ESRI GIS software upgrades and GIS software technical and trouble shooting support. .
- 2.4 Expansion of Metropolitan Area Boundary Due to the expansion of the 2010 urbanized area boundary, the metropolitan area boundary is federally required to be expanded to the northwest in fiscal year 2014 to include Gladewater, western Gregg County and a small portion of Upshur County. Together with TxDOT, the MPO will coordinate expansion activities with local cities and counties.
- 2.5 Performance Measures MAP-21 contains a performance measures requirement regarding the use of statistical evidence to determine progress toward a specific defined objective. States must establish performance targets within one year after the USDOT final rule on performance measures. MPO will coordinate with the U.S. Department of Transportation and the Texas Department of Transportation as they develop their performance measures. An inventory of available data for the local area will be conducted to determine what type of data is readily available for use with performance measures. The data inventory will allow the MPO to understand what type of activities can be supported given the state's performance target.

FUNDING SUMMARY

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Sect. 5307	Local	Total
2.1	MPO & TXDOT	\$6,000	\$0	\$0	\$6,000
2.2	MPO & TXDOT	\$9,000	\$0	\$0	\$9,000
2.3	MPO & TXDOT	\$21,000	\$0	\$0	\$21,000
2.4	MPO & TXDOT	\$3,000	\$0	\$0	\$3,000
2.5	MPO & TXDOT	\$18,000	\$0	\$0	\$18,000
TOTAL		\$57,000	\$0	\$0	\$57,000

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables. Estimates based on prior years' authorizations; approvals are made contingent upon legislation for continued funding.

⁽¹⁾ TPF – Includes both FHWA PL-112 and FTA Sec.5303 funds.

TASK 3 – SHORT RANGE PLANNING

A. OBJECTIVES

To undertake transportation planning activities, both local and regional, associated with near-term planning for projects scheduled within a five-year period, to provide multimodal planning to improve the transit system and to provide air quality planning which supports regional efforts to comply with federal air quality standards while seeking to promote the area's transportation needs and economic vitality.

B. EXPECTED PRODUCTS

Develop, monitor and revise the Transportation Improvement Program (TIP) to enhance mobility for the Longview area. Provide air quality planning coordination and participation with North East Texas Air Care and the Technical Working Group. Provide staff and consultant assistance for transportation conformity demonstration, analysis and implementation strategies to meet the 8-hour ozone standard for the region, should non-attainment designation occur. Assist TxDOT in data collection for Gregg and Harrison counties for possible future mobile source conformity determinations required under the Clean Air Act. Comply with the Clean Air Act as outlined in the State Implementation Plan. Provide ongoing MPO staff support in the State Implementation Plan development, coordination and implementation efforts. Program short-term mobility and traffic operations to facilitate congestion reduction and cleaner air through the use of mobility funding and Congestion Mitigation Air Quality (CMAQ) funding, should non-attainment designation occur. Apply for funding, planning, coordination and implementation of a Multimodal Transportation Center at the Longview train station/Longview Transit/Greyhound complex to integrate various modes of public transportation. Assist Longview Transit with future expansion and implement measures for a safer, more secure, more efficient transportation system to the public. Assist with the East Texas Regional Public Transportation Coordination Plan for a fourteen county area. Promote regional transportation planning by providing expertise, coordination and participation to the Interstate 20 East Texas Working Group, North East Texas Regional Mobility Authority, the East Texas Corridor Council, the Texas-Louisiana Rail Coalition and the East Texas Rural Planning Organization.

C. PREVIOUS WORK

1. Adoption of the 2013-2016 Transportation Improvement Program was performed in expanded consultation with TxDOT staff and in consultation with federal, state, local, tribal, wildlife, land management and historic agencies. The TIP includes total project cost and year of expenditure dollars. Staff employed visualization techniques to depict the TIP projects within the adopted document. Staff utilized GIS technology to produce maps identifying the TIP projects overlaid on a map showing income and ethnic group dispersion by traffic analysis zone to illustrate the principles of Environmental Justice were satisfied. The 2013-2016 TIP was adopted on April 18, 2012 and revised on June 21, 2012.

2. Coordinated the programming of projects with Longview Transit. Attended Public Transportation Advisory Committee meetings. Revised the MPO/Longview Transit Memorandum of Agreement.
3. Membership and participation with the East Texas Regional Public Transportation Steering Committee (EasTexConnects). Assisted with updates and facilitation of tasks from the East Texas Regional Public Transportation Plan for a fourteen county area. Assisted with TxDOT's Coordinated Call for Projects. MPO Director was the chairperson of the EasTexConnects Planning Oversight Subcommittee.
4. Coordinated MPO public meetings with Longview Transit to facilitate public involvement. Provided assistance on public transportation issues of the fixed route transit system and demand response program to facilitate the area's current and future needs.
5. Provided administration and management of a Pedestrian Transit Access Study to improve transit access and to create a more connected and livable community for passengers. This study is a multi-year task.
6. Cooperatively promoted comprehensive regional planning by providing assistance to the North East Texas Regional Mobility Authority and the East Texas Rural Planning Organization.
7. Provided staff support to the state agencies of TxDOT, TCEQ and interagency committees: SIP Working Group, Technical Working Group, North East Texas Air Care (NETAC), the I-69 Segment One Committee and the I-20 East Texas Working Group.
8. Attended and provided support at NETAC Technical & NETAC Policy Committee meetings in order to monitor air quality conditions for impact to possible non-attainment designation as it relates to transportation conformity.
9. Coordinated transportation planning for the Longview Multimodal Transportation Center. Greyhound began operations in 2013 at the renovated west wing of Longview Transit at the multimodal center; renovations included the creation of a passenger waiting room and ticket counter.
10. Furnished staff assistance with the Longview Emergency Operation Center activities to prepare for hurricanes & other natural disasters, chemical accidents, industrial explosions, and weapons of mass destruction disasters.
11. Participated in the I-69 Corridor Segment One Committee for northeast Texas to facilitate efficient state transportation.
12. Attended and provided planning support at East Texas Corridor Council and the Texas-Louisiana Rail Coalition meetings, in order to facilitate and promote higher speed passenger rail efforts of the region. Coordinated and facilitated progress to initiate the East Texas Passenger Rail Study for higher speed rail travel along the I-20 corridor.
13. MPO Director was nominated and served on TxDOT's Rail Plan Advisory Committee to formulate and update the Texas Rail Plan.
14. MPO Director served on the I-20 East Texas Working Group to address freight and multimodal solutions and advance projects to improve Interstate 20.

D. SUBTASKS

- 3.1 Transportation Improvement Program (TIP) adoption, public involvement and quarterly revisions as needed within the federal regulations of MAP-21. The 2015-2018 TIP will be under development in FY 2014. Revisions to the 2013-2016 TIP will be made, as needed. The MPO will coordinate programming activities of the Statewide Transportation

Improvement Program (STIP) with TxDOT. The TIP adoption will comply with the procedures outlined in the Public Participation Plan. Adoption of future Transportation Improvement Programs will include expanded consultation with agencies responsible for historic preservation, natural resource conservation, environmental protection and land use management, as appropriate. Projects in the TIP will include the year of expenditure and total project costs. Project in the TIP will include Congestion Mitigation Air Quality (CMAQ) funded projects, should nonattainment designation and CMAQ funding occur. TIP will comply with MAP-21 regulations with inclusion of public transportation Section 5307 (Urbanized Area), 5310 (Elderly & Disabled) and other federal public transportation programs, as applicable.

- 3.2 Planning assistance for public transportation which includes: further study of Federal Transit Administration (FTA), state and city funding potential; evaluation of existing transit system relative to local need; assistance with the facilitation and coordination of a Regional Public Transportation Plan, planning, study and coordination of options for a multimodal center, communication and coordination with other transportation modes, such as rail, commercial bus and air; review of the safety and security features of the buses and transit facilities, assistance with fixed route transit system and review of bus routes, bus stops, handicapped ramps, bus shelters; safety planning for transit passengers, assistance with bus route mapping and route expansions, review of special populations such as low-income, minority, elderly, disabled; assistance with transit ridership studies to determine system deficiencies and assess customer needs; and provide assistance with other transit studies. Attend and participate in the Public Transportation Advisory Committee. Coordinate and assist with TxDOT's Coordinated Call for Projects. Due to the multiple funding sources of this subtask and the inclusion of work activities beyond planning, the FHWA PL planning funds will be used for those eligible planning activities and other Federal Transit Administration funding will be used for other activities.
- 3.3 Administration and management of a Pedestrian Transit Access Study to improve transit access and to create a more connected and livable community for passengers. A consultant will be used to focus on potential capital improvements along three primary transit corridors to create improved, safe, ADA compliant and attractive passenger access in order to increase pedestrian connectivity from the Multimodal Transportation Center to transit connectors such as LeTourneau University, parks and the city's system of pedestrian and bicycle trails.
- 3.4 Transportation-related air quality planning Continue to monitor non-attainment designation and participate in the North East Texas Air Care (NETAC) Technical Committee and NETAC activities. Participation and collaboration with the Technical Working Group and other non-attainment committees. Compliance with the Clean Air Act, as outlined in the State Implementation Plan. Provide assistance to the Texas Commission on Environmental Quality for analysis and implementation strategies to meet the 8-hour ozone standards for the region and other related air quality activities. Analyze State Implementation Plan (SIP) development, changes to conformity requirements and changes to the air quality ozone standard. Coordinate and create Pre-Consensus Plan to determine responsibilities and transportation conformity strategies. Coordinate and assist with the development and demonstration of transportation conformity analysis, create a

conformity determination document and other required documentation by MPO staff and a consultant, if nonattainment designation occurs. A consultant will be utilized for conformity determination and other technical air quality tasks to supplement expertise in order to meet critical deadlines.

- 3.5 Multimodal Center planning and the Comprehensive Plan Planning, coordination, applying for funding and the implementation of a Multimodal Center at the Longview Transportation Center to integrate Longview Transit, Amtrak passenger rail, Greyhound bus, the East Texas Regional Airport, taxi services, bicycle transportation, pedestrian transportation and other public transportation services. Assistance and coordination with the development of the city's Comprehensive Plan.
- 3.6 Staff assistance with Emergency Operations Center activities to prepare for natural disasters, storms, hurricane evacuations, tornadoes, chemical accidents or industrial explosions. Transportation planning will be performed during emergency situations to facilitate the movement of people and goods safely and securely in the event roads or highway are damaged, closed or overloaded. Transportation planning will be provided to facilitate intermodal connectivity to meet an unusual demand on the public transit system or highway network should a disaster or emergency situation occur.
- 3.7 Planning assistance with higher speed passenger rail initiatives to promote regional transportation planning by participating in coordination efforts with the East Texas Corridor Council, the Texas-Louisiana Rail Coalition, the North East Texas Regional Mobility Rail Subcommittee, Gregg County Rail District and other regional meetings to facilitate and promote higher speed passenger rail and improved rail freight operations of the region. Participation, membership and coordination with TxDOT's Rail Plan Advisory Committee to update the Texas Rail Plan to improve passenger and freight rail transportation.
- 3.8 Interagency coordination on regional and statewide transportation initiatives The MPO will coordinate efforts with the Texas Department of Transportation, North East Texas Regional Mobility Authority, Tyler Metropolitan Planning Organization, I-69 Corridor Segment One Committee, Interstate 20 East Texas Working Group and the East Texas Rural Planning Organization. Regionally comprehensive planning, including coordination efforts with feasibility studies and the Regional Toll Analysis of Toll 49 / East Texas Hourglass will occur. Interagency coordination and assistance with Interstate 20 studies to address freight issues, develop multimodal solutions, and advance projects to improve access along Interstate 20.

E. FUNDING SUMMARY

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Sect. 5307	FTA Sect. 5304 Statewide Plan	Local	Total
3.1	MPO & TXDOT	\$28,000	\$0	\$0	\$0	\$28,000
3.2	MPO & TXDOT	\$20,000	\$103,000	\$0	\$20,600	\$143,600
3.3	MPO & TXDOT	\$5,000	\$0	\$80,000	\$20,000	\$105,000
3.4	MPO & TXDOT	\$45,000	\$0	\$0	\$0	\$45,000
3.5	MPO & TXDOT	\$3,000	\$0	\$0	\$0	\$3,000
3.6	MPO & TXDOT	\$2,000	\$0	\$0	\$0	\$2,000
3.7	MPO & TXDOT	\$7,000	\$0	\$0	\$0	\$7,000
3.8	MPO & TXDOT	\$18,000	\$0	\$0	\$0	\$18,000
TOTAL		\$128,000	\$103,000	\$80,000	\$40,600	\$351,600

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112, FTA Section 5303 and FTA Section 5304 programs. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables. Estimates based on prior years' authorizations; approvals are made contingent upon legislation for continued funding.

⁽¹⁾ TPF – Includes both FHWA PL-112 and FTA Sec.5303 funds.

TASK 4 – METROPOLITAN TRANSPORTATION PLAN

A. OBJECTIVES

To develop, monitor, adopt and publish the Metropolitan Transportation Plan (MTP), a model-based plan, to meet the needs of the metropolitan area for a 25-year horizon, in accordance with federal, state and local regulations. To continue the study and analysis of projects and socioeconomic data for travel demand model forecasting while focusing on both short and long-range planning elements in order to develop an integrated multimodal transportation system.

B. EXPECTED PRODUCTS

The Longview Metropolitan Transportation Plan (MTP) 2040 will be completed by November 12, 2014. Revisions to the MTP 2035 will be performed, as needed. Public involvement policies will be implemented to facilitate MTP adoption. After its adoption in November 2014, revisions to the 2040 MTP will be performed when needed. Create a Thoroughfare Plan to provide a long term vision of the major street network necessary to meet future travel needs. Travel demand model review, model updates and alternatives analysis will be conducted on the 2007 base year/2040 forecast year model. Socioeconomic data will be collected and analyzed to develop the travel demand model base and forecast years, as input for the Metropolitan Transportation Plan.

C. PREVIOUS WORK

1. Completed 2012, 2020 and 2030 interim and 2040 forecast year travel demand modeling activities. Model was calibrated, validated and finalized by TxDOT modeling staff.
2. Researched data and information for MAP-21 compliance of the Metropolitan Transportation Plan.
3. Collected and researched environmental data for MAP-21 compliance of the Metropolitan Transportation Plan. Such information included historic sites, wetlands areas and avoidance areas.
4. Enhanced the MPO mailing list for public notifications of all consultative partners, such as freight shippers, economic development agencies, federal, state, local environmental, tribal and historic agencies.
5. Revised the 2035 Longview Metropolitan Transportation Plan to include total project cost and year of expenditure dollars of \$3.8 funding, while utilizing maps, charts, graphs and other visualization tools.
6. Coordinated public outreach activities with TxDOT and mailed a newsletter to property owners along the FM 2275/George Richey Rd. alignment.
7. Goals and objectives for Longview Transit and the Longview Multimodal Transportation Center were discussed and strategized to sustain the multimodal center over the long term.
8. Identified critical facilities and transportation system elements, such as the transit system, Interstate system, National Highway System routes, etc.
9. Identified state and local agencies responsible for growth and economic development and included agencies in the development of the Metropolitan Transportation Plan and Transportation Improvement Program.

SUBTASKS

- 4.1 Metropolitan Transportation Plan 2040 and revisions to the Metropolitan Transportation Plan 2035, as needed, for the twenty-five year, financially constrained transportation plan to include year of expenditure, total project cost and Congestion Mitigation Air Quality

(CMAQ) projects, should air quality non-attainment designation occur. Public Involvement activities, technical review and analysis and project prioritization will be conducted in order for the 2040 MTP to be adopted by November 2014. Demographic data collection will be used for the prioritization of projects for the 2040 MTP. MTP revisions and updates will include expanded consultation with agencies responsible for historic preservation, natural resource conservation, environmental protection and land use management, as appropriate. In order to address greenhouse gases (CO²) and climate change, the MTP will include a discussion of transportation goals, objectives and initiatives aimed at reducing vehicle miles traveled and CO² and will address livability and sustainability. MTP will comply with MAP-21 regulations with inclusion of public transportation Section 5307 (Urbanized Area), 5310 (Elderly & Disabled) and other transit programs, as applicable. The 2040 MTP update and revisions to the 2035 MTP will be adopted in accordance with the procedures outlined in the Public Participation Plan.

- 4.2 Thoroughfare Plan – the development of a thoroughfare plan document that describes the thoroughfare planning process, review of current and future planned projects in the area, analysis results, creation of a thoroughfare plan map, standard cross section by functional classification and local street guidelines for development. The thoroughfare plan will help preserve highway corridors for development. Developed prior to the MTP, the thoroughfare plan will assist in the identification of projects for future MTPs. The thoroughfare plan will be developed by a consultant and will provide a long term vision of the major street network necessary to meet future travel needs.
- 4.3 Travel Demand Model Review and Alternatives Analysis – travel demand model review, model updates, alternatives analysis by MPO staff and a consultant. Alternatives analysis staff training by a consultant. TransCad software will be utilized during alternatives analysis. As a result of the metropolitan area boundary expansion in Subtask 2.5, the MPO, with the assistance of TxDOT, the Texas Transportation Institute and/or a consultant, will identify an “off-model” methodology for projects in the new areas not covered in the 2007- 2040 Travel Demand Model.
- 4.4 Metropolitan Transportation Plan project prioritization – develop a comprehensive project list, criteria categories, decision matrix and scoring criteria. A final analysis will be performed and a project prioritization document detailing the process and a list of projects ranked in order of priority and by improvement type will be developed by a consultant.
- 4.5 Travel Demand Model tasks for 2012 base year – socioeconomic data collection, network coding and developing a new traffic analysis zone structure for Upshur County for use in the 2012 base year model.
- 4.6 Long-term planning assistance for public transportation to include projections of future transit system demand; provide assistance with the formulation and the coordination of a Regional Public Transportation Plan; assistance with fixed route transit system planning; planning for the safety and security of transit passengers; communication and coordination with other transportation modes, such as rail, commercial bus and air; review of special populations such as low-income, minority, elderly and disabled.

E. FUNDING SUMMARY

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Sect. 5307	Local	Total
4.1	MPO & TXDOT	\$97,000	\$0	\$0	\$97,000
4.2	MPO & TXDOT	\$34,000	\$0	\$0	\$34,000
4.3	MPO & TXDOT	\$26,000	\$0	\$0	\$26,000
4.4	MPO & TXDOT	\$18,000	\$0	\$0	\$18,000
4.5	MPO & TXDOT	\$3,000	\$0	\$0	\$3,000
4.6	MPO & TXDOT	\$12,000	\$0	\$0	\$12,000
TOTAL		\$190,000	\$0	\$0	\$190,000

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables. Estimates based on prior years' authorizations; approvals are made contingent upon legislation for continued funding. ⁽¹⁾ TPF – Includes both FHWA PL-112 and FTA Sec.5303 funds.

TASK 5 – SPECIAL STUDIES

A. OBJECTIVES

To further the goals and objectives of the transportation planning process through special studies undertaken by MPO staff or consultants in support of existing or projected local and regional needs.

B. EXPECTED PRODUCTS

Safety management development into areas, which exhibit public concerns of the transportation system. Continue to collect traffic data, monitor traffic and review traffic concerns with emphasis on safety, access, land use issues and efficient traffic operations. Evaluate accident data at hazardous locations and develop prevention strategies to improve safety. Identify locations with traffic congestion, determine causes and devise a plan to reduce delays.

C. PREVIOUS WORK

1. In conjunction with the City's GIS staff and the city traffic engineer, MPO staff researched and implemented a Mobility Monitoring System. The mobility monitoring system gathered real-time traffic data using GPS technology to record travel time/congestion data along major thoroughfares. This data is then imported into GIS software and analyzed to identify problem areas along major thoroughfares.
2. As transportation projects are conceptualized and planned, the safety of motorists and pedestrians are continually reviewed and considered.
3. Traffic accident intersection data was collected along major corridors and analyzed to develop strategies for safety improvements. The staff received this data from TxDOT and their Crash Records Information System (CRIS). The data will be analyzed based off several factors. In addition, accident analysis software packages were evaluated to display data and present data to the public to increase the public's safety awareness.

D. SUBTASKS

- 5.1 Mobility/Congestion Monitoring – Collect and monitor traffic data to increase mobility, reduce congestion, and increase the reliability of the transportation system. Measure mobility changes, such as travel time, to identify congested locations and time periods to reduce congestion or to proactively identify and mitigate congestion difficulties before they worsen. Coordinate traffic monitoring activities with the city's Traffic Department to improve traffic signal coordination. Collection of traffic data can also be applied to the planning of Congestion Mitigation Air Quality (CMAQ) projects, should non-attainment designation occur.
- 5.2 Safety Management – as transportation projects are planned, discuss, monitor and evaluate accident locations, traffic operations, develop prevention strategies and make recommendations for improvements. Gather traffic accident intersection data along major corridors, analyze data and develop strategies for safety improvements will be performed by MPO staff and a consultant. Maintain sidewalk, bicycle and pedestrian facilities inventory and analysis to improve safety, increase public awareness, identify safety concerns and encourage alternate modes of transportation.

E. FUNDING & PARTICIPATION SUMMARY

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Sect. 5307	Local	Total
5.1	MPO & TXDOT	\$31,000	\$0	\$0	\$31,000
5.2	MPO & TXDOT	\$11,000	\$0	\$0	\$11,000
TOTAL		\$42,000	\$0	\$0	\$42,000

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables. Estimates based on prior years' authorizations; approvals are made contingent upon legislation for continued funding.

⁽¹⁾ TPF – Includes both FHWA PL-112 and FTA Sec.5303 funds.

LONGVIEW URBAN TRANSPORTATION STUDY

FY 2014 & FY 2015 Unified Planning Work Program (UPWP) Summary

UPWP Task	FTA Task	Description	TPF1 Funds (PL112 & Sec.5303)	FTA Sect. 5307	FTA Sect. 5304 Statewide Plng.	Local Funds	Total Funds
1.0	44.21.00	Administration & Management	\$91,000	\$0	\$0	\$0	\$91,000
2.0	44.22.00	Data Development & Maintenance	\$57,000	\$0	\$0	\$0	\$57,000
3.0	44.24.00 & 44.25.00	Short Range Planning	\$128,000	\$103,000	\$80,000	\$40,600	\$351,600
4.0	44.23.01 & 44.23.02	Metropolitan Transportation Plan	\$190,000	\$0	\$0	\$0	\$190,000
5.0	44.22.00	Special Studies	\$42,000	\$0	\$0	\$0	\$42,000
TOTAL			\$508,000	\$103,000	\$80,000	\$40,600	\$731,600

¹ TRANSPORTATION PLANNING FUNDS

FHWA (PL-112) ² (\$166,825 x 2 yrs.)	\$ 333,650
FTA Section 5303 (\$44,379 x 2 yrs.)	\$ 88,758
Estimated Unexpended Carryover FY 12	\$ <u>85,592</u>
TOTAL TPF	\$ 508,000

² Estimate based on prior years' authorizations

By minute order, the Texas Transportation Commission authorizes the use of transportation development credits as TxDOT's non-Federal share for FHWA (PL-112), FTA 5303 and FTA 5304 funds. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables. Estimates based on prior years' authorizations; approvals are made contingent upon legislation for continued funding

APPENDIX A

LONGVIEW METROPOLITAN PLANNING ORGANIZATION POLICY BOARD

(* voting member)

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APPENDIX A

LONGVIEW METROPOLITAN PLANNING ORGANIZATION TECHNICAL COMMITTEE

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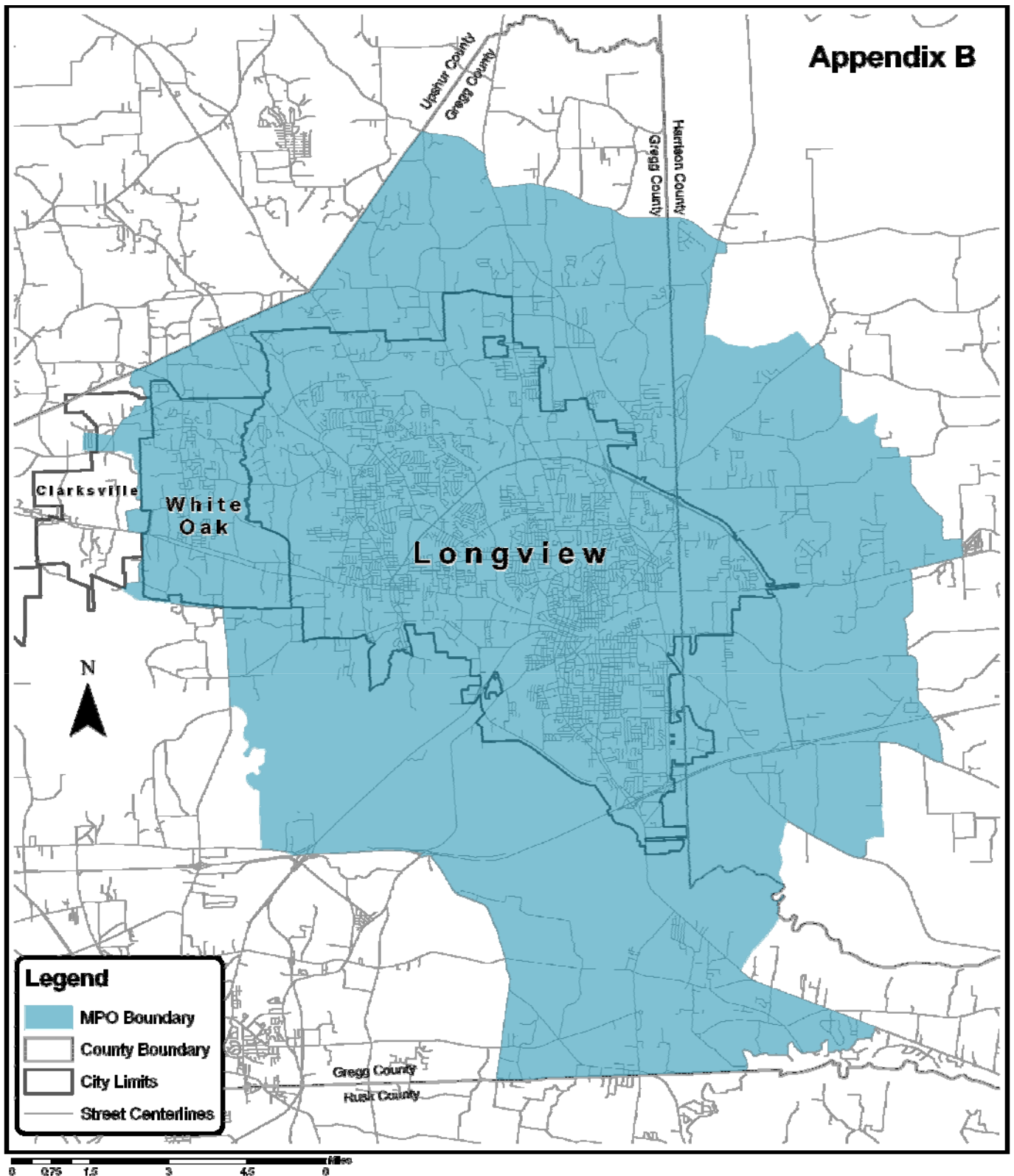
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Revised 03-01-13



Longview MPO Boundary


APPENDIX C

DEBARMENT CERTIFICATION (Negotiated Contracts)

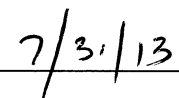
- (1) The Longview Metropolitan Planning Organization as **CONTRACTOR** certifies to the best of its knowledge and belief, that it and its principals:
- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any federal department or agency;
 - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public* transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity* with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - (d) Have not within a three-year period preceding this application/proposal had one or more public transactions* terminated for cause or default.
- (2) Where the **CONTRACTOR** is unable to certify to any of the statements in this certification, such **CONTRACTOR** shall attach an explanation to this certification.

*federal, state or local

LONGVIEW METROPOLITAN PLANNING ORGANIZATION



Gregg County Judge Bill Stoudt
MPO Policy Board Co-Chairman



Date

APPENDIX D

LOBBYING CERTIFICATION

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS AND COOPERATIVE AGREEMENTS

The undersigned certifies to the best of his or her knowledge and belief, that:

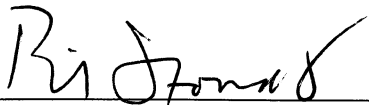
(1) No federal appropriated funds have been paid or will be paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

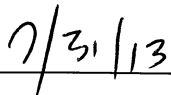
(3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclosure accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

LONGVIEW METROPOLITAN PLANNING ORGANIZATION



Gregg County Judge Bill Stoudt
MPO Policy Board Co-Chairman



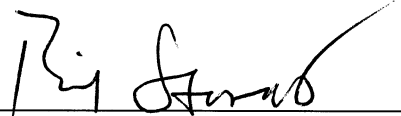
Date

APPENDIX E

Certification of Compliance

I, Gregg County Judge Bill Stoudt, a duly authorized officer/representative of the Longview Metropolitan Planning Organization, do hereby certify that the contract and procurement procedures that are in effect and used by the forenamed MPO are in compliance with 49 CFR 18, "Uniform Administrative Requirements for Grants and Cooperative Agreements with State and Local Governments," as it may be revised or superseded.

LONGVIEW METROPOLITAN PLANNING ORGANIZATION



Gregg County Judge Bill Stoudt
MPO Policy Board Co-Chairman

7/31/13
Date

Attest:


Karen Owen
Longview MPO Director

APPENDIX F

Certification of Internal Ethics and Compliance Program

I, Gregg County Judge Bill Stoudt, a duly authorized officer/representative of the Longview Metropolitan Planning Organization (MPO), do hereby certify that the forenamed MPO has adopted and does enforce an internal ethics and compliance program that is designed to detect and prevent violations of law, including regulations and ethical standards applicable to this entity or its officers or employees and that the internal ethics and compliance program satisfies the requirements of by 43 TAC § 31.39. "Required Internal Ethics and Compliance Program" and 43 TAC § 10.51 "Internal Ethics and Compliance Program" as may be revised or superseded.



Gregg County Judge Bill Stoudt
MPO Policy Board Co-Chairman

7/31/13

Date

Attest:



Karen Owen
MPO Director